

RICHMOND, VA., SUNDAY, JULY 16, 1911.

SNAPSHOTS IN NORTHWEST HANOVER COUNTY



MAKING "SUNCURED" TOBACCO IN HANOVER.



TYPICAL HANOVER COUNTRY STORE



NEGLECTED POWER, GOING TO WASTE.



LOST POWER IN LITTLE RIVER.

MOVEMENT NOW
IS NATION WIDETremendous Impetus for Im-
provement of Public
Highways.

15,000 MILES CONTEMPLATED

Building, Under Way and
Planned, Make Network Cover-
ing Entire Country.

(Special to The Times-Dispatch.)
Washington, July 15.—Illustrating the tremendous impetus that lately has been given to the nation-wide movement for improved public highways, the United States Office of Public Roads has just prepared a chart which shows that nearly 15,000 miles of transcontinental, interstate and trunk line roads are contemplated in various sections of the country.

The chart prepared by the Office of Public Roads shows the extent to which the good roads movement has taken hold of every part of the United States. North, South, East and West, the improved roads, some merely planned, others actually under construction, literally make a network covering the whole country.

If all the plans contemplated are carried out by the men and communities back of them, it will be possible to drive wagons and automobiles from the Atlantic to the Pacific coast, and from Vancouver, British Columbia, to Tijuana, Mexico, and from Montreal, Canada, to Miami, Fla. The map prepared by the Office of Public Roads, merely for the purpose of gauging the extent of the good roads movement as fostered by individuals, associations and communities, shows the following great highways in contemplation or actually under construction.

Highways Planned.
From Yellowstone Park to Glacier National Park, through Fort Yellowstone, the Big Hole, Battlement and other interesting points in the Rocky Mountains—a total distance of 450 miles.

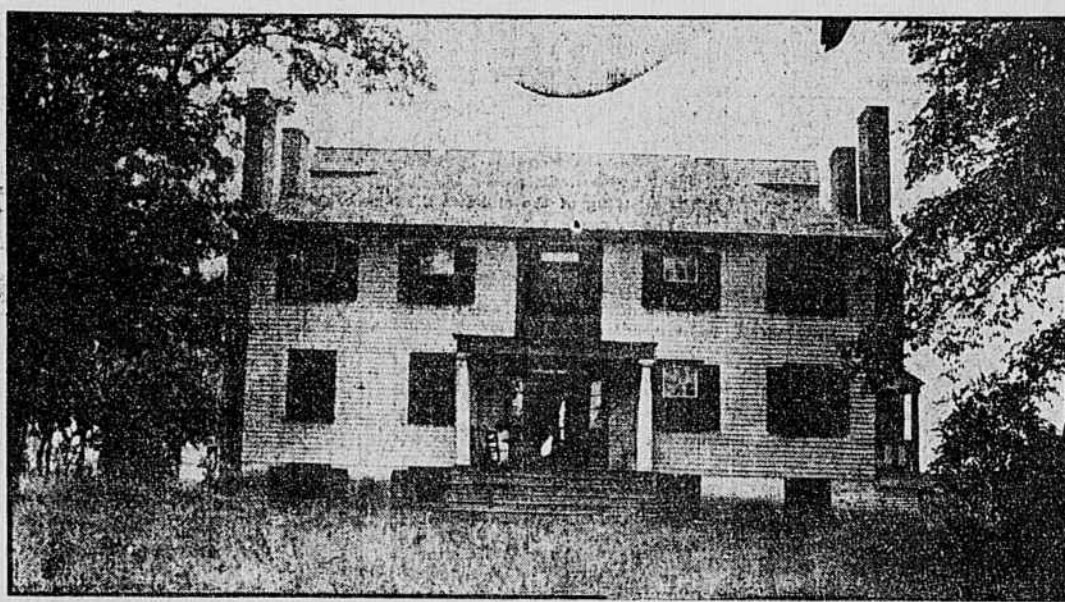
The Pacific Highway from Vancouver, B. C., to Tijuana, Mexico, a distance of 2,000 miles.

The Central Highway from Nashville, Tenn., to Knoxville, Tenn., and Jackson, a distance of 540 miles.

The Lincoln Memorial Road, from Washington to Gettysburg, forty miles.

Sherman, Texas, to Galveston highway, 150 miles.

The Dupont Highway, from the upper end of the lower end of Delaware, proposed by T. Coleman Dupont, who has offered to advance \$1,000,000 towards its construction. Length of route, 103 miles.



"VERDON," OLD HOME, WITH A HISTORY.

VIEWS AND NEAR VIEWS;
HINTS AND SUGGESTIONSA Good Road Speaks Louder Than Words—True
Virginia Independence—As to Deep Plowing.
Greensboro's Actual Figures—Alfalfa
Clubs and Other Notes.By FRANK S. WOODSON,
Industrial Editor.

I have often preached the doctrine that a stretch of really good road, acting as an object lesson, is the most influential road builder to be found, and beats all the oratory and the eloquence of all the good roads advocates in the country. A few miles of first class road built on business principles and none of the people's money wasted, will do more to spread the good roads fever than even the eloquence and business logic of that good man and first class road maker, Lucius Gregory, of Mecklenburg county. Two districts of that county, after much persuasion, voted bonds to make good roads, Clarksville and Chase City districts. Last month the other districts held elections to vote on bond issues. The people sent for Gregory and speakers from the Clarksville district to tell the people how the thing worked out in their balliwick. Gregory said the thing to do was to have the good roads fever. The people of Chase City and Clarksville districts see the new roads and the big loads. The people did it, and there was no trouble in voting the bond issues all right, and now as soon as the work can be done Mecklenburg county is going to be next worked with good roads, and in this respect will, I surmise, be the banner good road county of the State. Mr. Gregory has sent me a picture which is reproduced on another page. It is simply labeled "New roads and big loads." Just look at the picture, the smooth, hard road and the enormous loads the mules are pulling over it. That picture preaches to Virginians who have been in the habit of carrying one-fourth of a load through the mud an eloquent sermon that no orator in the State can equal. It carried the whole county of Mecklenburg for bond issues to make permanent roadways.

Real Independence for Virginia.
Reports from all over Virginia have been published to the effect that Virginians took more interest in celebrating the Glorious Fourth this year than they have at any time since the War Between the States, and they celebrated it in a safe and sane way, as

is characteristic of Virginians, the fireworks proposition having so far invaded only a few of the centres of population. From a number of places I have had private information that the people celebrated Independence Day by holding meetings in the interest of good roads. That is the sanest way I have yet heard of to celebrate the day, for when the whole State gets good roads like those in a large part of Alleghany county, like those in large parts of Dinwiddie and Nottoway counties, and like those in the Chase City and Clarksville districts of Mecklenburg county, and like those that are soon going to be in all the other districts of that grand old county, Virginia will enjoy more real independence than she ever had from the day Pocahontas took care of John Smith down to the very hour of going to press with this issue of the Industrial Section.

The Way of the Bohemians.
F. H. LeRaume, a prominent railway man, who is doing some good industrial stunts, furnished me with an interesting story about the Bohemian colonies down in Dinwiddie and Prince George counties. One among the many pictures he sent me (and he sent me more than I have room for) is one showing how the Bohemians do their deep plowing. I have a suspicion that the real secret of the wonderful success of these Bohemian farmers is to be found right in that picture.

I was on a fast flying train only yesterday when it was cutting through Hanover county where there was up to a day or two ago great cornfields and a little grief about the drought. I heard a railway man who makes a double daily run from Richmond to Gordonsville say to a farmer: "I notice that corn does not seem to have suffered from the late drought. It has been growing right along and looking all the while just as green and as vigorous as if there had never been a drought, while many other things have suffered. Can you explain it?" The Hanoverite replied: "That's because we have learned how to plow our corn

WEALTHIEST TOWN
IN UNITED STATESMenhaden Industry Is Greatest
Asset to Progress of
Reedville.

(Special to The Times-Dispatch.)
Northumberland county, Heathsville, Va., July 14.—Reedville, situated on the great Wicomico River, in the lower part of Northumberland county, is the centre of the great menhaden industry, which has made the town, with a population of 1,500 within a radius of three miles, the wealthiest per capita in the United States.

This one industry has done more towards the material development of Northumberland than all of the other interests combined, giving employment to hundreds of persons at remunerative salaries.

According to statistics furnished by one of the leading fish factories of Reedville, there are twenty-three fully equipped fishing steamers.

About 650 men are employed on these steamers.

The steamers use 700 tons of salt annually for salting nets, and there are \$40,000 worth of nets and rope used annually.

Modernly equipped factories have taken the place of the pioneer structures, with the most costly and improved machinery, and the very best facilities are employed in the handling of the products of these manufacturing concerns.

The seven factories are valued at \$250,000 and employ 500 men, who are paid \$25 per month and board. The total expense of the factories for the season of six months is estimated at \$250,000.

The number of fish utilized in 1911 was 250,000,000. On basis of last season's catch, there will be 28,000 tons dry fish scraps and 17,000 pounds fish oil made this season.

SHEEP INDUSTRY
LAGS IN THE SOUTHHowever, Virginia Makes a Bet-
ter Showing Than Some of
Sister States.

NEGLECTED OPPORTUNITIES

Only Four Southern States Show
Increase in Sheep for
Ten Years.

The Manufacturers' Record argues from figures obtained from the Census Bureau that the South is shy on sheep. That is a situation which it shares with the rest of the country, but to a disproportionate extent. On April 15 the South had 7,071,248 sheep of all kinds on its farms—only one sheep to every 3.59 of its population at that date—and the rest of the country had 44,567,342 sheep, or one sheep to every 1.45 of its population. In ten years the increase in the number of sheep in the country was practically at a standstill. If, indeed, there was not an actual decrease. But here the South seems to have had advantage. Comparison of 1900 and 1910 is made in the following table:

States.	June 1, 1900.	April 15, 1910.
Alabama	317,953	142,914
Arkansas	256,929	144,190
Florida	124,520	118,431
Georgia	326,278	187,539
Kentucky	1,297,343	1,360,004
Louisiana	219,844	178,217
Maryland	191,101	237,137
Mississippi	312,422	194,255
North Carolina ..	301,941	214,176
South Carolina ..	71,538	37,434
Tennessee	76,611	794,063
Texas	1,889,298	1,757,963
Virginia	692,929	803,552
West Virginia ..	968,843	806,093
Total	7,476,290	7,071,248
United States ..	61,503,713	51,428,590

On their face these figures show that there was a decrease in the number of sheep in the South between 1900 and 1910, equal to 5.1 per cent., and in the rest of the country from 16,277,353 to 44,567,342, or by 2,740,111, equal to 17.5 per cent. But it must be remembered that the figures for 1900 are as of June 1, while those for 1910 are as of April 15, nearly two months earlier in the year, and therefore not including hundreds of thousands of lambs. The census of 1900 showed 21,650,743 lambs and that of 1910 only 12,168,278.

Virginia's Showing.
The Census Bureau estimates that had the enumeration of 1910 been made as of June 1 the number of lambs at the two periods would have been practically the same. That would have brought the total for sheep and lambs in 1910 close to that of 1900.

As the figures stand, but four Southern States show an increase in 1910 over 1900. They are Kentucky, Maryland, Tennessee and Virginia, which together had 3,194,765, or nearly 44 per cent. of the total in the South. Virginia's increase was 11,613 head.

Even had the South and the whole country had as many sheep in 1910 as in 1900, there would have been a neglect of great opportunities. The South is not producing all the wool that it should produce. It is not reaping the benefits that would come to it in marketing early lambs. But, above all, perhaps, in this connection, it is losing the advantage of sheep-raising as an upbuilder of the soil.

HEARD AND SEEN
IN OLD HANOVERHome of Famous Wa-
termelons and Many
Other Good Things.MANY BIG FARMS
NEGLECTED POWERA Bit of Ancient History—Old
Stage Road Days—War-Time
Incidents—Day of Intensive
Farming Is Approaching.
Better Times On
Ahead.

FRANK S. WOODSON.

Verdon, Hanover County, Va., July 15.—Long years ago when I used to be an occasional visitor to Richmond I was attracted, in the proper season, by fleets of little cloth covered two-wheel carts drawn by mules. Upon the front of each cart sat a negro or a sun-tanned white man, and he sang a song that was interesting as well as amusing. As well as I can remember, it ran about this: "Water millions, w-a-t-e-r millions; fresh and fine, jes' from the vine, red meat and green rind; now is the time to make up your mind, nice, fresh, Hanover water millions, Hanover, Hanover, Hanover, old Hanover w-a-t-e-r MILL-YUNS." I often tried the "Hanover water millions," and they were indeed "fresh and fine."

Ever since then I have desired to visit Hanover county where these magnificent melons grew and see for myself what manner of country it is, but it has so happened that in all these long years no business ever called me to the county, and only this week I have been permitted to look around on the site of the west part of one of the grandest counties in the old State. I have been intensely interested, and I dare say that some of the things I have seen, and heard about, will interest the hundred thousand readers of the Industrial Section.

The County as a Whole.

Hanover is one of the older counties of the State, having been established nearly 200 years ago, being then cut off from the once very large county of New Kent. It lies in the central part of the State between the Pamunkey and Chickahominy Rivers, and is also well watered by the North Anna, South Anna and Little rivers and numerous creeks and smaller streams.

Speaking of the county as a whole, Agricultural Commissioner Kolner, in his "Hand Book of Virginia," says: "The soil of Hanover is sandy or light gray loam; river lands are very productive and valuable, yielding fine crops of corn, oats and wheat, and well adapted to trucking. Sweet potatoes and melons, for which the county is noted, attain here in their highest perfection. The higher land in the central and western portion is especially suited to the culture of tobacco and the grasses. Considerable attention is paid to fruit culture. Some large canneries for fruits and vegetables are in successful operation. Trucking is extensively and profitably carried on, and a considerable number of the farmers make dairying and poultry raising a prominent and successful part of their occupation. Truck farming may be considered the most profitable industry of the county, the more valuable, on account of the proximity to the Richmond city markets and others."

A citizen with whom I have talked a good deal in the last few days, assures me that this northwestern corner of the county, and I have no doubt that a citizen of the southwest corner or the northeast corner or any other corner would tell me the same thing, should I visit those sections, for he understood that all Hanoverites think their county is the best in the State, and the folks of each division think their particular division is the best of the best county. Well, I like that kind of spirit.

Back Into Ancient History.

The country home from which I write has out something of a figure in Virginia history. In the old days of stages, stage coaches and stage roads, stage lines had their connecting stables right here, and the house from which I write stands on the site of what was known for a hundred years or more as the "Owl Tavern." In front of the tavern two stage lines came together, one running from Louisa Courthouse to Tappahannock, on the Rappahannock River, where the stage passengers embarked on the river boats for Baltimore and Norfolk. Another stage road came from Fredericksburg to the Owl Tavern, and that was the route Fredericksburg people traveled to make the boats at Tappahannock for the outer world, making stage connection here. In the course of time, and before the river was dredged and cleaned out and made navigable up to Fredericksburg, and that knocked out the business of the two stage coach lines that connected here at the Owl Tavern, and likewise knocked out the business of the tavern.

History of Verdon.

John T. Anderson, who had owned the tavern and the three thousand or more acres surrounding it since about 1830, then tore down the tavern and erected the large and roomy old country house, which is shown in the picture on the front page. This happened in the year 1842, and Mr. Anderson named the new place "Verdon," which means "green plain," and a very suitable name it is, even unto this day. When the railroad, now known as the Chesapeake and Ohio, was built, a station was established here and called Anderson's. When the late General Wickham was the president of the Chesapeake and Ohio road several accidents of a more or less serious character occurred right here, and General Wickham, declaring his belief that the place was hoodooed, ordered the name changed, and Verdon, the name of the old estate, was adopted. Since then, and it was about thirty years ago, there have been no wrecks or other accidents at Verdon. General

(Continued on Third Page.)

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